1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

operation under Tainsh was uneasy, but in practice tolerable; the transfer of ownership to a Railway Corporation of Anglo-'Iraqi membership was, as with the Port of Baṣra, provided in the 1930 Treaty. The service and maintenance of the 750 miles of line were hampered by abiding financial stringency due normally to road competition and the uncertainty of the pilgrim traffic, and abnormally to flood interruptions such as those of 1926 and 1930 and to the stagnation of trade in 1929–32. Two lines of railway development were followed, both of international interest: the first was the provision in 1930 of a link by motor convoy between Kirkuk and the Turkish railway at Nisibin, making possible direct bookings from Baṣra to Europe: the second was the prosecution in 1930–1 of the survey for a Baghdad–Haifa line—a project widely supported but destined, twenty years later, to be still as far from realization.

'Iraq's fortune was that of many contemporary nations in the rapid development of its air routes. A weekly mail service Baṣra–Baghdad–Cairo was inaugurated early in 1927, to be followed two years later by the England–'Iraq–India service of Imperial Airways. In the same year a first civil airport was ceded by the R.A.F., and the (German) Junkers Company initiated, but failed to sustain, a Baghdad–Teheran service. Soon afterwards aircraft of the (French) Air Union or Air France appeared, and those of the Royal Dutch (K.L.M.) line; 'Iraq's central position for air communications—the 'Clapham Junction' rôle asserted for it by Mr. Churchill in 1921—was fast revealing itself. A modern-equipped airport immediately outside Baghdad begun in 1931 was completed in two years, and civil landing-grounds were in use also at Baṣra, Ur, Ruṭba, and elsewhere.

The effect of the trans-desert route and the increasing east–west air services on postal communications was profound. Both were used as they came into being for letters, the former also for packages; communications with Europe and India were revolutionized. In 1929 'Iraq joined the International Postal Union. With the constant spread of the telegraph and trunk telephone network within 'Iraq went the increasing use of wireless. The Baṣra station already communicated directly with Europe; those of Ruṭba and Baghdad were ancillary to it.

If the uplifting of 'Iraqi standards of life could be assisted indirectly by these improvements, it must be sought more directly in the development of its old and some new resources. The efforts of the public and Government were active in this direction. No minerals, other than petroleum, were located. The Government salt monopoly could do no more than maintain itself. A gold concession granted in 1931 for the mid-desert Qa'ara Depression, near

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

British Government on the terms of transfer of railway ownership, as intended in the Treaty, were prolonged from 1932 to 1936. In the latter year agreement was reached; the railway as a going concern became the property of the 'Iraq Government for a payment of less than £500,000. Management was for twenty years to be the responsibility of a joint Board with 'Iraqi majority, and with British executives remaining in a few key posts. The transfer on these terms was ratified by Parliament in July 1936, not without some minority outcry; and one more controversy was laid to rest. The long-advocated project of a Baghdad–Haifa railway was, for the foreseeable future, rejected in the same year. But development northwards had become rather a certainty than a project when late in 1934 the French authorities extended the (Turkish) Aleppo–Nisibin line across the Syrian 'Bec de canard' to the 'Iraq frontier at Tall Kochek. Only the single gap Bayji–Mosul–Tall Kochek, all in 'Iraq, now remained in a complete Basra–Baghdad–Istanbul system—the old dream of the Bagdadbahn. The decision to construct the missing section at a cost of some £2 million was taken by the Government in November 1936; and the orders placed forthwith in Great Britain for material compelled the 'Iraq Treasury to incur its first foreign loan (p. 254). Earth-work began, the northern section being given priority amid the eager interest of the Mosulawis, the Shammar, and the frontier qadhās.

Air communications developed fast. British, French, and Dutch trans-continental lines crossed and served 'Iraq with increasing frequency of aircraft, linking the Far East, India, and 'Iraq itself to the Levant and Europe. Modern airports with full equipment came into being at Baghdad and Basra, and British flying-boats after 1937 used also Lake Habbaniya and the Shatt al-'Arab. A French line offered a shuttle connexion between Baghdad and Damascus, and Misr Airways a Baghdad–Cairo service. Interested Baghdadis formed an Aeroplane Society in 1936. Civil aviation was in 1935, surprisingly, transferred to the control of the Ministry of Defence. The simultaneous development of telegraphs by land line and wireless to the Levant capitals and Cairo, with public services from Baghdad and Basra to Riyadh, Beirut, Palestine, and Egypt—and through them to the United Kingdom—placed and kept 'Iraq in the world network of telecommunications. Broadcasting from Baghdad made its first appearance, but was up to 1937 still experimental and occasional.

Good progress was made during these five years in the all-important sphere of land settlement. The three Committees set up under the legislation which followed the Dowson Report worked excellently, and a fourth was added for the Kirkuk area in 1933 and others later. The settlement carried out by these Committees and

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

The Lynch fleet had been diminished in 1938 by the loss of the *Mejidieh*, sold to Anglo-Iranian, and in 1941 by that of the *Malamir* and the *al-Kadri*, burnt out and scrapped respectively. Their rivals, notably Ḥannā al-Shaykh and 'Abd al-Karim Khudhayri (Khedery), were more than holding their own: but the competition of the railway and the roads must grow rather than diminish. To the road system, indeed, Paiforce contributed much, notably in the completed trans-desert highway to Jordan, in the re-surfacing of many road stretches, and in the maintenance in being of 'Iraqi transport fleets by the provision of tyres. Nevertheless, the upkeep of civil motor vehicles in war-time proved most difficult, and the numbers in use decreased. The air communications of the territory were not improved during the war; but before its end projects for a national air line were under formation. The European services crossing and visiting 'Iraq recommenced in 1945 after war-time curtailments, and the Egyptian Misr Airways restarted its Cairo–Baghdad service. A contract was given in 1945 to the Marconi Company for the erection of a new wireless transmitting station.

The course of foreign trade was notably deflected from its usual channels by the war. In 1939 the United Kingdom was its principal customer, followed by the United States, each of these countries taking approximately one-third of the total visible exports; but by 1944 the principal buyer was Palestine with Transjordan, followed by Persia. Visible exports, amounting to ID 4 million before the war, reached through enhanced prices ID 9 million before its end. The transit trade, reduced in 1939 to a value of some ID 3 million, reached ID 13 million five years later, thanks to the passage of goods to Russia. Imports rose from a value of ID 9 million before the war to ID 14 million in its last year; the United Kingdom's share in these fell from 33 to 11 per cent., that of Japan from 18 per cent. to nothing, while India's share rose from 8 to 30 per cent., Syria's from 2 to 16, the United States' from 8 to 12.

The desire for industrial expansion, always a cherished ambition, was stimulated by the war-time shortages and an increased local market; contrary factors were the shortage of raw materials, competition for skilled workers, and the impossibility of importing factory equipment. Of the seventy enterprises benefiting in 1944 from the law of 1929 most were on the humblest scale, with the importance only of pilot projects which could indicate to the middle class the possibility of a career outside Government service, the professions, or politics. Some war-time progress was made in brick manufacture; workshops produced hand-tools from scrap metal; the crushing of oil-seeds—cotton, sesame, and linseed—

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

pletion of the Kirkuk–Arbil extension and its Lesser Zab bridge: of the railway and road bridge[1] at Baghdad, opened late in 1950: of the Musayib bridge leading to Karbalā: and of new stations at Ba'quba, Diwaniya, Naṣiriya and elsewhere. New rolling stock was ordered and by 1950 delivered. Progress was made in erecting a grandiose combined station and administrative headquarters at Baghdad West, and in redesigning the yards and depots there; but the high cost of these projects, the diminution of receipts by road and air competition (in spite of good traffic in grain and oilfield materials), and losses due to repeated river flooding rapidly exhausted the war-time surplus and led to the need to borrow first from Government in 1946, then from London—a loan of £3 million —in 1950, before supplies and contractors could be paid and work could proceed. Working conditions in the railway system were disturbed by the strikes elsewhere mentioned in 1945, 1946, and 1949. The Jewish employees of the traffic branch were replaced in 1949 by imported Pakistani staff, and the training of 'Iraqis to replace these and the few remaining British executives was accelerated. The status and composition of the Railway Board was unchanged, though criticized by the press as outdated and insufficiently 'national'. The post of Director-General was passed by H. C. Smith to W. J. Moffat in 1950, and an 'Iraqi, General Isma'il Ṣafwat, assumed the post in 1952.

'Iraq Airways was initiated by the Railway as a subordinate enterprise in 1945, and started service in 1946 with five light aircraft hired from Great Britain. In the following year the hired aircraft were replaced by its own machines, and it extended its range from Baghdad–Baṣra outwards to Mosul, Cairo, and Damascus, and by 1948 could, thanks to reciprocal agreements, offer transport weekly or monthly to Teheran, Karachi, and Ankara. The service, to which British Overseas Airways Corporation acted as technical advisers and agents, was efficiently maintained but, thanks to competition and high costs, financially unprofitable. British, American, Dutch, French and other foreign airlines continued to use 'Iraqi airports. An expenditure of over ID 2 million on aerodromes formed part of the six-year development plan. The meteorological service, begun in 1936 in a single room, now maintained under the Ministry of Defence a dozen stations and many rainfall-observation posts, used its own wireless links, and broadcast weather reports for Baghdad area half-hourly.

Telecommunications had, by the close of the period, reached a high standard. Trunk land-lines had been overhauled, often duplicated and widely extended; automatic telephone exchanges

[1] The bridges were built by Messrs. Holloway Bros.; earthwork on the Kirkuk–Arbil line was handled by Messrs. Balfour Beatty.

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

and meteorological services. At the Baghdad airport it would be desirable to build an entirely new runway and to use a wing of the new railway building as the air terminal. The Port of Basra can finance the necessary work there, but that at Baghdad, costing probably between ID 250,000 and ID 300,000, will presumably have to be financed out of Development Board funds. The Mission has no specific recommendations to make on Iraqi Airways, which assures some internal and international services with a small fleet of four planes, except to suggest that its finances be completely divorced from those of the railways. It is neither logical nor sound financially to require the railways to defray the deficits of the airways. It would be desirable to carry out any future development of the airways in cooperation with other Middle Eastern countries.

Inland water navigation has steadily declined in importance and is now rather insignificant. While irrigation rather than navigation will always be the primary consideration in the use of available water resources, it is possible that the better regulation of the Tigris and Euphrates will ultimately result in some improvement in the navigability of these rivers. Limited but uninterrupted navigation might be insured if the river bed were trained by dams, locks and groynes into a narrow channel at low water and progressively wider channels at higher water levels. The feasibility and cost of such a scheme might ultimately be submitted for study to experts from the Netherlands where similar conditions have long been encountered.

Roads and Road Transport

Road transport has not assumed great importance in the past, primarily because most roads are unsurfaced and impassible for a large part of the year. Even large communities like Kut and Amara, although not situated on railway lines, are not served by all-weather roads. An interdepartmental committee worked out and presented in 1950 a 10-year program for the construction or improvement of 37 main surfaced roads involving a total length of 3,463 kilometers at an aggregate cost of ID 14,500,000. Both the program and the proposed specifications of the roads are sound. In addition, the building or improvement of about 8,000 kilometers of secondary or feeder roads, which do not need to be surfaced, will ultimately

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are unsurfaced and impassable for long periods in wet weather. All-weather roads are at present found only in the Baghdad area and in the mountains in the North. The only passable trunk roads are those from Baghdad to Khanaqin, Baghdad to Kirkuk, Erbil and Mosul, and Baghdad to Rutba and Syria. Even these have shorter or longer sections in very poor condition. There is no all-season road between Baghdad and Basra.

Two civilian airports, Baghdad and Basra, serve the principal air routes between Europe, Asia and beyond. Internal air services are limited to one line between Baghdad and Basra. Military airfields and landing grounds and a few private air strips are available in certain places, but demand for internal air transport has so far been negligible.

One state air line, Iraqi Airways, operates services with neighbor countries and Egypt through Baghdad and Basra with a small fleet of four aircraft. Administration and management of the airline are combined with those of the state railways.

Oil from the oil fields at Kirkuk is carried by pipelines across the country to the Mediterranean ports of Tripoli and Haifa, but the line to Haifa is now out of operation. A shorter pipeline connects the southern Iraq oilfield with the Shatt al Arab oil port at Fao.

Transport connections with the outside world are well served by the Port of Basra for ocean-going traffic, by the airports of Baghdad and Basra in international air traffic and by the oil pipelines to the Mediterranean. At present only one railway line, beginning at Baghdad, connects Iraq with Syria, and via Syria with Turkey and Europe. A desert road exists for through road traffic between Iraq and Syria and Lebanon. A private company, Nairn Transport, operates an international bus service on this route. There are two main roads for exchange of traffic with Iran, one from Baghdad via Khanaqin, and one from Erbil via the Rowanduz Valley and Rayat. Future economic developments may perhaps demand new traffic outlets to the Mediterranean, shorter and better equipped than the existing railway and road routes, but at present there are few signs of such a demand.

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the present sites, nor is surface transport by rail, road or water in any way hindered. Plans for removal of either airport away from the present site have been abandoned and ought not to be revived. 508

Development

Both airports are now scheduled to be built up to the specifications required for an International Civil Aviation Organization's Class B standard airport. The development projects embody the following works:

1. A runway of 2,500 meters to accommodate the newest heavy aircraft;
2. Navigation aids;
3. Communication, point to point, and ground to aircraft; and
4. Meteorological service.

It is recommended that these projects be carried out without delay. Some of the work is under way; equipment has been purchased, some has arrived on site. Work on the runways is still to begin. At the Baghdad airport an entirely new runway, parallel to the existing one, should be constructed and the existing runway, constructed as a temporary structure five years ago and now showing signs of deterioration, used as an aircraft taxi-way.

In addition to these projects already prepared and ready for execution, the present air terminal building at Baghdad, which has become too small, should be removed, and the wing of the new railway building facing the airport should be adapted for use as a new air terminal.

The capital expenditure involved in the projects may be estimated at between ID 250,000 and ID 300,000 for all works at Baghdad and between ID 100,000 and ID 150,000 at Basra airport. The latter expenditure appears to be within limits which can be financed from the Port's revenues. The former, however, will need to be financed out of the revenues of the Development Board.

VII. Air Transport

Since 1945 internal air transport has been assured as a part of air services to neighbor countries by the government-owned Iraqi Airways. The administration and management of Iraqi Airways are integrated with those of the State Railways, and for the sake 509

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509 of efficiency and economy this should remain so. The British Overseas Airways Corporation acts as technical adviser, deputizes personnel to the airways and trains Iraqi personnel.

Iraqi Airways operate regular services between:

Baghdad-Basra-Kuwait-Bahrein
Baghdad-Damascus-Beirut
Baghdad-Damascus-Cairo
Baghdad-Teheran.

The first route serves as an internal traffic link. The fleet consists of four aircraft: three Vikings and one Dove. In addition to the regular service, special flights with chartered aircraft assure seasonal traffic of pilgrims.

The first route serves as an internal traffic link. The fleet consists as is indicated in Table 8. The financial results, however, leave much to be desired. The operating accounts shown in Table 9 reveal substantial deficits which have been met from the State Railways' revenues. The Railways have also paid the initial capital outlay of ID 259,976 for aircraft and ground installations.

TABLE 8

AIRWAYS TRAFFIC

Year	Regular Lines Traffic					Pilgrims Charter Passenger Miles
	Mileage	Passenger Journeys	Excess Baggage Ton Miles	Mail Ton Miles	Cargo Ton Miles	
1945-46	80,953	559	709	0	86	7,770
1946-47	669,083	6,386	11,456	2,495	12,757	104,072
1947-48	779,159	12,397	26,694	9,314	64,087	175,563
1948-49	846,810	15,237	30,838	8,774	98,792	608,957

TABLE 9

AIRWAYS BUDGET

(in dinars)

Year	Cash Revenue	Cash Expenditure	Deficit
1945-46	5,504	13,587	8,083
1946-47	89,130	133,719	44,589
1947-48	106,580	187,600	81,020
1948-49	265,024	302,470	37,446
1949-50	257,280	363,172	105,892

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

Future Developments

It must be expected that Iraqi Airways will continue to operate at a loss for some years to come. This should be accepted because the air services serve a real traffic need and there are reasonable prospects of reducing and perhaps ultimately eliminating operating deficits. The Airways Accounts are separate from the Railway Accounts and the steps recommended in the Palmer Report for complete separation of the finances of the Railways and the Airways should be adopted. There is no reason why the Railways should be expected to defray the deficits of the Airways.

There appears to be room for expansion of services in the area where Europe, Asia and Africa meet; and the government should encourage Iraqi Airways to play an increasingly important part in air traffic in this area. Internal demands appear to be negligible at present but may be expected to develop in conjunction with extended international services. These services appear to present an opportunity for far-reaching economies through closer cooperation between Middle Eastern airlines in their services, their administration and agencies outside the home countries.

VIII. Post, Telegraph, Telephone, Radio Communications

Organisation

Responsibility for communications is concentrated in the Directorate General of Postal, Telegraph and Telephone Services in the Ministry of Communications and Public Works. Iraq is a full member of the International Postal Union and the communications services of the country, including their tariffs, comply with the standards of the Union.

The number of post, telepragh and telephone offices has developed as follows:

Type of office	1940	1951
24 hrs. service	14	46
16 hrs. service	12	37
12 hrs. service	18	4
7 hrs. service	42	54
Local and rural agencies	155	171

● 509 the British Overseas Airways Corporation (BOAC), the American Trans World Airlines (TWA) from March 1948, Air-France, the Scandinavian SAS and aircraft of the Indian and Pakistani lines. The Basra airport is a stopping place for the great airlines plying between the United States and most of the European capitals, on the one hand, and India, Pakistan and the Far East, on the other. The traffic of the Basra—Ma'agil airport was as follows:

	1947	*1948*
Number of aircraft	3,272	4,197
Passengers: in transit	27,524	45,673
Departures	5,920	9,973
Arrivals	5,776	10,485

According to American official sources, the volume of air freight and air mail also increased in the same proportion between 1947 and 1948. The same sources attribute the increase in traffic to and out of Basra to the expansion of the activities of petroleum companies.

The BOAC now operates extremely busy direct services, with stops at Basra, between the United Kingdom (and even Canada) and India, Pakistan, the Far East and Australia.

The American Trans World Airlines (TWA), which began its services to Iraq in March 1948 with one weekly flight, was serving Basra with four passenger flights and one air-freight service per week by the end of 1948; it was joined in 1949 by the Pan American World Airways company (PAA).

509 Since August 1949, the Dutch KLM line has been flying four weekly services. The Swiss company SWISS/AIR has a weekly Zurich—Geneva—Cairo —Basra service. The Air India International company operates two services a week on the Bombay—Basra—Cairo—Geneva—London route. Iraqi Airways offers two connexions to Baghdad.

Iraq's international civil aviation traffic was as follows, in thousands:

	1947	*1948*	*1949*
Kilometres flown	423.3	877.7	1,107.2
Passenger-kilometres	3,996.	7,673.	8,958.
Freight ton-kilometres	105.6	220.6	174.6
Mail ton-kilometres	8.70	12.58	12.48

Pipe-lines

315 As a country whose principal asset is its petroleum and whose reserves offer the prospect of a great development in the near future, Iraq is chiefly interested in the satisfactory transmission of its crude petroleum. The country's vast petroleum deposits now being worked are some 900 kilometres from the port of Basra. Hence nearly all the petroleum exported, which means in effect the production of the Kirkuk basin, is carried by pipe-lines leading to the Mediterranean ports of Tripoli and Haifa whence it is transported by boat to the various countries of destination.

4/89 air traffic—useful only to a small number of travellers
[509] and for valuable goods—is very heavy in Iraq, which forms a veritable turn-table, a sort of Belgium or Switzerland in Western Asia: Iraq's two airports serve as junctions between the United States and Europe on the one hand and the Far East on the other.

For inland transport on the other hand, Iraq is much less well served: shipping on the historically famous "twin rivers" is very limited and in fact only uses part of the Tigris. The country's railway system is inadequate, there is no standard gauge and the rolling-stock needs to be increased and mod-
[731] ernized. The road system has been developed and motor transport (mainly by lorry) is steadily increasing; but it is paralysed on many roads during the rainy season and in numerous places it is at the mercy of the floods: the disastrous flooding of the Tigris in May 1950, particularly serious around Baghdad, will be remembered.

Observers point out that a matter deserving special attention is the co-ordination of river and rail

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company ceased operations in 1949 but several small private concerns continue to operate barges, mostly propelled by motor launches. Freight is still carried in sailing craft.

Airways. Iraq is served from London, the United States, most European and Middle East capitals, Pakistan, India, the Far East, and Australia. The main international services are maintained by Great Britain, the United States, France, and Holland, and there are Middle East services operated by Iraq, Persia, Egypt, and Lebanon. The administration of Iraqi Airways is integrated with that of the State Railways, with BOAC as technical adviser; in addition to local services it operates regularly to Damascus, Beirut, Cairo, Tehran, Kuwait, and Bahrain. There are two international airports, at Baghdad and Basra, both of which are scheduled for further development to accommodate the newest heavy aircraft. There are also landing grounds at Mosul, Irbil, and Kirkuk and at the locations of the IPC and associated companies, namely Kirkuk, Ain Zala, and the pipeline stations.

Trade

Iraq imports manufactured goods and industrial raw materials, of which the most important are textiles, clothing, iron and steel, especially for constructional purposes, machinery, motor vehicles and accessories, electrical apparatus, aviation spirit and lubricating oil, rubber and its products, chemicals and pharmaceuticals, wooden packing boxes, soap, timber, paper and cardboard and their products, tea, coffee, and sugar. The expansion of local industry[1] can be expected gradually to lessen the demand for a number of these commodities and increase the demand for others, particularly constructional materials, machinery, electrical apparatus, and chemicals. Apart from crude oil, her most valuable export, Iraq's exports are almost entirely agronomical—grains (especially barley), dates, raw wool and cotton, animals on hoof, hides, skins, intestines, seeds for oil manufacture (linseed, cotton, sesame), and a few minor commodities such as gums, gall nuts, and liquorice root. Iraq has in addition an appreciable transit trade, consisting largely of goods passing to or from Persia.

Before the Second World War Iraq's chief suppliers were Great Britain, with between 20 and 30 per cent of total imports, Japan, with between 15 and 20 per cent, India, Germany, the United States, and Persia. During the war, when supplies were limited in quantity and directed from specific sources, Britain's share automatically decreased and India became

[1] See above, p. 283.

pal population centers and radiate from Baghdad and Mosul to cities in Syria, Iran and Turkey. The Tigris is navigable to barges from Basra to Baghdad throughout the year, and to smaller craft as far as Mosul during the high-water season. The Shatt al Arab is open to ocean-going vessels, and Basra, about 85 miles from the Persian Gulf, is one of the major ports of the Middle East. A government-operated railroad, part of the famous "Berlin to Baghdad" railway, runs from Basra to Baghdad and Mosul, with connections through Aleppo to Istanbul. A branch line extends from Baghdad to Kirkuk, Erbil and Khanaquin. A government-owned airline serves Iraq and the neighboring countries, while international lines from Europe to Africa and the Far East stop at Baghdad and Basra.

Food and Nutrition

The nutrition of the people is governed by the cultural habits of the different racial and social communities, the economic status of the individual families and the food supplies available under diverse climatic conditions. Undernutrition is prevalent among the poorer inhabitants—tenant cultivators, urban laborers and nomadic tribes—who make up over three quarters of the population. Wheat, barley, rice and dates are the staple food crops of the country, while vegetables and fruits, other than dates, are frequently scarce. Wheat is widely grown, primarily in the rainfall areas of the north, but also in the irrigated riverain zones of the south. Barley is cultivated extensively, and, like wheat, is used in the preparation of breads and of *burghul*, a coarse-grained cereal product typical of this region. Millet and maize are common crops in the south. Rice is produced in certain lowland districts in the Kurdish highlands and on the fringes of the southern marshes, and is a popular food among all sections of the population. Peas, beans and lentils are usually consumed throughout the year, and tomatoes, eggplant and different root and green vege-